

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1-5. (canceled)

6. (currently amended) ~~The motorcycle construction of claim 5~~ A motorcycle construction for permitting a rider to assume either a first, elevated crouched racing position, or a second, lowered, reclined feet-forward position,

said motorcycle including a main frame assembly (1) provided with a front wheel suspension assembly (2), holding a front wheel (3) as well as a handlebar assembly (9) with two handgrips (18) for enabling the driver to steer and control said motorcycle, and a rear wheel suspension assembly (4) holding a rear wheel (5), and a combined engine/transmission assembly (6) arranged for driving said rear wheel (5) or said front wheel (3) or both wheels (5,3);

said main frame further being provided with a seat (7) for a driver,

a handlebar adjustment assembly (19) for adjusting the handlebar assembly (9) between a rearward custom cruiser position (20), and a forward racing position (21),

wherein said main frame is provided with two pairs of footpegs, one fore footpeg pair (10f) and an aft footpeg pair

(10a) for the driver's feet, said fore position pair(10f) being forward of said seat for use with said second position and being arranged on said main frame assembly (1) at a fore position, allowing said drivers legs to be extended forward of said seat, and said aft pair (10a) for use with said first position, allowing said driver's feet to be positioned generally below said seat (7);

said main frame (1) further being provided with a seat moving assembly (13) for moving said driver seat (7) between said first position (14), for use with said aft pair of footpegs (10a), and said second position (15) for use with said fore pair of footpegs (10f),

wherein said main frame (1) further includes a steering head assembly (2) including an inclined steering head pipe (25) with bearings for rotating upper and lower steering head triple tree plates (24, 26) holding upper portions of telescopic front wheel suspension fork arms (22) holding said front wheel (3),

wherein said handlebar (9) ~~being~~ is mounted for being rotating about a horizontal axis (9d) in bearings (9e) on said upper steering head triple tree plate (24), said upper steering head triple tree plate (24) being provided with a forward extending actuator link arm (9c) holding an actuator (9a) connected to a handlebar moment link arm (9b) for rotating said handlebar (9) in its bearings (9e) while said actuator (9a) is shortened or lengthened, so as to adapt said handlebar (9) and

handgrips (18) for said rearward custom cruiser position (20) or for said forward racing position (21).

7. (original) The motorcycle construction of claim 6, wherein said handlebar is provided with a clutch lever (27) corresponding with a first of said handgrips (18), and a hand brake lever (28) corresponding with a second of said handgrips (18), and rear view mirrors (29).

8. (original) The motorcycle of claim 7, wherein said clutch lever (27) and said hand brake lever (28) are linked to said handlebar rotating actuator (9a) in order to adjust their angular position with respect to said handlebar (9) when said handlebar is rotated, so as for said hand brake lever (28) and clutch lever (27) to adapt to be in line with the driver's forearm when the handlebar (9) rotates, in order to improve the driver's catch on the brake and clutch levers (27, 28).

9-11. (canceled)

12. (currently amended) ~~The motorcycle construction of claim 1~~ A motorcycle construction for permitting a rider to assume either a first, elevated crouched racing position, or a second, lowered, reclined feet-forward position,

said motorcycle including a main frame assembly (1) provided with a front wheel suspension assembly (2), holding a front wheel (3) as well as a handlebar assembly (9) with two handgrips (18) for enabling the driver to steer and control said motorcycle, and a rear wheel suspension assembly (4) holding a

rear wheel (5), and a combined engine/transmission assembly (6)
arranged for driving said rear wheel (5) or said front wheel (3)
or both wheels (5,3);

said main frame further being provided with a seat (7)
for a driver,

wherein said main frame is provided with two pairs of
footpegs, one fore footpeg pair (10f) and an aft footpeg pair
(10a) for the driver's feet, said fore position pair(10f) being
forward of said seat for use with said second position and being
arranged on said main frame assembly (1) at a fore position,
allowing said drivers legs to be extended forward of said seat,
and said aft pair (10a) for use with said first position,
allowing said driver's feet to be positioned generally below said
seat (7);

said main frame (1) further being provided with a seat
moving assembly (13) for moving said driver seat (7) between said
first position (14), for use with said aft pair of footpegs
(10a), and said second position (15) for use with said fore pair
of footpegs (10f),

wherein said seat moving assembly (13) includes a
generally forward extension (37) of said seat (7), said forward
extension (37) being fixed to said main frame (1) in a fore
horizontal pivot axis (38) near said steering head (25), and with
a seat elevation actuator (35) fixed with one force transfer end
to said main frame (1), and a second force transfer end fixed to

said seat (7) or said forward extension (37) at a distance from said pivot axis (38).

13. (previously presented) A motorcycle construction for permitting a rider to assume either a first elevated crouched racing position, or a second lowered, reclined, feet-forward position, said motorcycle including a main frame assembly (1) provided with a front wheel suspension assembly (2), holding a front wheel (3) as well as a handlebar assembly (9) with two handgrips (18) for enabling the driver to steer and control said motorcycle, and a rear wheel suspension assembly (4) holding a rear wheel (5), and a combined engine/transmission assembly (6) arranged for driving said rear wheel (5) or said front wheel (3) or both wheels (5,3), said main frame further provided with a seat (7) for a driver,

wherein said main frame (1) includes a driver footpeg assembly (11) with a set of footpegs (10m) arranged for being moved on a slide rail (26), said set of footpegs (10m) arranged for being moved between a fore position (100f) forward of said seat for use with said second position, allowing said driver's legs to be extended forward of said seat for resting said driver's feet on said footpegs (10m), and an aft position (100a) for use with said first position, allowing said driver's feet to be supported by said footpegs (10m) positioned generally below said seat (7);

said footpeg assembly including an actuator that moves said set of footpegs;

said main frame further being provided with a seat moving assembly (13) for moving said driver seat (7) between said first position (14), for use with said aft position (100a) of said footpegs (10m), and said second position (15) for use with said fore position (100f) of said footpegs (10m).

14. (previously presented) The motorcycle construction of claim 13, wherein said footpeg assembly (11) includes a foot operated gearshift lever assembly (110) arranged to move with said movable footpegs (10m) and arranged for rotating a foot operated gearshift lever (111) to accommodate a changing attack angle of the driver's gearshift operating foot depending on the actual position of the footpeg (10m) between and including said fore and aft positions (100f, 100a), said gearshift lever assembly being flexibly connected to said transmission assembly (6).

15. (previously presented) The motorcycle construction of claim 13, wherein said footpeg assembly (11) includes a foot operated brake pedal lever assembly (115) arranged to move with said movable footpegs (10m) and arranged for rotating a foot operated brake pedal lever (116) to accommodate a changing attack angle of the driver's braking foot depending on the actual position of the footpeg (10m) between and including said fore and aft positions (100f, 100a), said brake pedal lever assembly (115)

being flexibly connected to one or both of a rear wheel brake (51) and a fore wheel brake (31).

16. (previously presented) The motorcycle construction of claim 13, wherein said seat moving assembly (13) is arranged for halting said seat (7) in any desired intermediate position between said first and second positions.

17. (previously presented) The motorcycle construction of claim 13, further provided with a handlebar adjustment assembly (19) for adjusting the handlebar (9, 18) between a rearward custom cruiser position (20), and a forward racing position (21).

18. (original) The motorcycle of claim 17, wherein said main frame (1) being provided with a steering head assembly (2) including an inclined steering head pipe (25) with bearings for rotating upper and lower steering head triple tree plates (24, 26) holding upper portions of telescopic front wheel suspension fork arms (22) holding said front wheel (3).

19. (previously presented) The motorcycle construction of claim 18, wherein said handlebar assembly (9) is mounted for being rotating about a horizontal axis (9d) in bearings (9e) on said upper steering head triple tree plate (24), said upper steering head triple tree plate (24) provided with a forward extending actuator link arm (9c) holding an actuator (9a) connected to a handlebar moment link arm (9b) for rotating said handlebar (9) in its bearings (9e) while said telescoping

actuator (9a) is shortened or lengthened, so as for said handlebar (9) and handgrips (18) to adapt for said rearward custom cruiser position (20) or said forward racing position (21).

20. (original) The motorcycle construction of claim 19, wherein said handlebar assembly (9) is provided with a clutch lever (27) corresponding in action with a first of said handgrips (18), and a hand brake lever (28) corresponding in action with a second of said handgrips (18), and rear view mirrors (29).

21. (original) The motorcycle of claim 20, wherein said clutch lever (27) and said hand brake lever (28) being linked to said handlebar rotating actuator (9a) in order to adjust their angular position with respect to said handlebar (9) when said handlebar is rotated, so as for said hand brake lever (28) and clutch lever (27) to adapt to be in line with the driver's forearm when the handlebar (9) rotates, in order to improve the driver's catch on the brake and clutch levers (27, 28).

22. (original) The motorcycle construction of claim 13, wherein said seat moving assembly (13) includes a generally vertically inclined straight, tube-shaped rail or rails (33) and fixed to the main frame (1) and arranged generally arranged immediately in front of said driver's seat (7), said tube-shaped rail or rails including vertically running short, elongate cylindrical sleeves (34) with said seat (7) welded or otherwise fixedly attached to said sleeves (34), and with a seat elevation

actuator (35) fixed with one force transfer end to said main frame (1), and a second force transfer end fixed to said seat (7) or said vertically running sleeves (34).

23. (original) The motorcycle construction of claim 13, wherein said footpeg assembly (11) being arranged to move said movable footpegs (10m) to any intermediate position between said fore and aft positions (100f, 100a) for said footpegs (10m).

24. (original) The motorcycle construction of claim 13, wherein said seat (7) carrying underneath a mudguard assembly for said rear wheel (5).

25. (original) The motorcycle construction of claim 13, wherein said seat moving assembly (13) includes a generally forward extension (37) of said seat (7), said forward extension (37) being fixed to said main frame (1) in a fore horizontal pivot axis (38) near said steering head (25), and with a seat elevation actuator (35) fixed with one force transfer end to said main frame (1), and a second force transfer end fixed to said seat (7) or said forward extension (37) at a distance from said pivot axis (38).

26-27. (canceled)

28. (currently amended) ~~The motorcycle construction of claim 26~~ A motorcycle construction for permitting a rider to assume either a first elevated crouched racing position, or a second lowered, reclined, feet-forward position, said motorcycle including a main frame assembly (1) provided with a front wheel

suspension assembly (2), holding a front wheel (3) as well as a set of handlebars (9) provided with handgrips (18) for enabling the driver to steer and control said motorcycle, and a rear wheel suspension assembly (4) holding a rear wheel (5), and a combined engine/transmission assembly (6) arranged for driving said rear wheel (5) or said front wheel (3) or both wheels (5,3);

said main frame further provided with a seat (7) for a driver, and a driver footpeg assembly (11) arranged on said main frame (1), including one or more sets of driver footpegs (10m, or 10f and 10a),

wherein said footpegs (10m or 10f) providing a fore position (100f) forward of said seat for use with said second position, allowing said driver's legs to be extended forward of said seat for resting said driver's feet on said fore footpeg position (100f), and said footpegs (10m or 10a) providing an aft position (100a) for use with said first position, allowing said driver's feet to be supported on said aft footpeg position (100a) generally below said seat (7);

said main frame further provided with a seat moving assembly (13) for moving said driver seat (7) between said first position (14), for use with said aft position (100a) of said footpegs (10m or 10a), and said second position (15) for use with said fore position (100f) of said footpegs (10m or 10f),

wherein said footpeg assembly (11) includes a foot operated brake pedal lever assembly (115) arranged to move with

said movable footpegs (10m) and arranged for rotating a foot operated brake pedal lever (116) to accommodate a changing attack angle of the driver's braking foot depending on the actual position of the footpeg (10m) between and including said fore and aft positions (100f, 100a), said brake pedal lever assembly (115) being flexibly connected by a wire-and-hose or a hydraulic brake force transfer means to one or both of a rear wheel brake (51) and a fore wheel brake (31).

29-31. (canceled)

32. (currently amended) ~~The motorcycle construction of~~
~~claim 31~~ A motorcycle construction for permitting a rider to
assume either a first elevated crouched racing position, or a
second lowered, reclined, feet-forward position, said motorcycle
including a main frame assembly (1) provided with a front wheel
suspension assembly (2), holding a front wheel (3) as well as a
set of handlebars (9) provided with handgrips (18) for enabling
the driver to steer and control said motorcycle, and a rear wheel
suspension assembly (4) holding a rear wheel (5), and a combined
engine/transmission assembly (6) arranged for driving said rear
wheel (5) or said front wheel (3) or both wheels (5,3); and

a handlebar adjustment assembly (19) for adjusting the
handlebar (9, 18) between a rearward custom cruiser position
(20), and a forward racing position (21),

said main frame further provided with a seat (7) for a
driver, and a driver footpeg assembly (11) arranged on said main

frame (1), including one or more sets of driver footpegs (10m, or 10f and 10a),

wherein said footpegs (10m or 10f) providing a fore position (100f) forward of said seat for use with said second position, allowing said driver's legs to be extended forward of said seat for resting said driver's feet on said fore footpeg position (100f), and said footpegs (10m or 10a) providing an aft position (100a) for use with said first position, allowing said driver's feet to be supported on said aft footpeg position (100a) generally below said seat (7);

said main frame further provided with a seat moving assembly (13) for moving said driver seat (7) between said first position (14), for use with said aft position (100a) of said footpegs (10m or 10a), and said second position (15) for use with said fore position (100f) of said footpegs (10m or 10f),

said main frame (1) having a steering head assembly (2) including an inclined steering head pipe (25) with bearings for rotating upper and lower steering head triple tree plates (24, 26) holding upper portions of telescopic front wheel suspension fork arms (22) holding said front wheel (3).

33. (previously presented) The motorcycle construction of claim 32, wherein said handlebar (9) being mounted for being rotating about a horizontal axis (9d) in bearings (9e) on said upper steering head triple tree plate (24), said upper steering head triple tree plate (24) provided with a forward extending

actuator link arm (9c) holding an actuator (9a) connected to a handlebar moment link arm (9b) for rotating said handlebar (9) in its bearings (9e) while said telescoping actuator (9a) is shortened or lengthened, so as for said handlebar (9) and handgrips (18) to adapt for said rearward custom cruiser position (20) or said forward racing position (21).

34. (original) The motorcycle construction of claim 33, wherein said handlebar assembly being provided with a clutch lever (27) corresponding with a first of said handgrips (18), and a hand brake lever (28) corresponding with a second of said handgrips (18), and rear view mirrors (29).

35. (original) The motorcycle of claim 34, wherein said clutch lever (27) and said hand brake lever (28) are linked to said handlebar rotating actuator (9a) in order to adjust their angular position with respect to said handlebar (9) when said handlebar is rotated, so as for said hand brake lever (28) and clutch lever (27) to adapt to be in line with the driver's forearm when the handlebar (9) rotates, in order to improve the driver's catch on the brake and clutch levers (27, 28).

36-39. (canceled)

40. (currently amended) ~~The motorcycle construction of claim 26~~ A motorcycle construction for permitting a rider to assume either a first elevated crouched racing position, or a second lowered, reclined, feet-forward position, said motorcycle including a main frame assembly (1) provided with a front wheel

suspension assembly (2), holding a front wheel (3) as well as a set of handlebars (9) provided with handgrips (18) for enabling the driver to steer and control said motorcycle, and a rear wheel suspension assembly (4) holding a rear wheel (5), and a combined engine/transmission assembly (6) arranged for driving said rear wheel (5) or said front wheel (3) or both wheels (5,3);

said main frame further provided with a seat (7) for a driver, and a driver footpeg assembly (11) arranged on said main frame (1), including one or more sets of driver footpegs (10m, or 10f and 10a),

wherein said footpegs (10m or 10f) providing a fore position (100f) forward of said seat for use with said second position, allowing said driver's legs to be extended forward of said seat for resting said driver's feet on said fore footpeg position (100f), and said footpegs (10m or 10a) providing an aft position (100a) for use with said first position, allowing said driver's feet to be supported on said aft footpeg position (100a) generally below said seat (7);

said main frame further provided with a seat moving assembly (13) for moving said driver seat (7) between said first position (14), for use with said aft position (100a) of said footpegs (10m or 10a), and said second position (15) for use with said fore position (100f) of said footpegs (10m or 10f),

wherein said seat moving assembly (13) includes a generally forward extension (37) of said seat (7), said forward

extension (37) being fixed to said main frame (1) in a fore horizontal pivot axis (38) near said steering head (25), and with a seat elevation actuator (35) fixed with one force transfer end to said main frame (1), and a second force transfer end fixed to said seat (7) or said forward extension (37) at a distance from said pivot axis (38).